

# 61

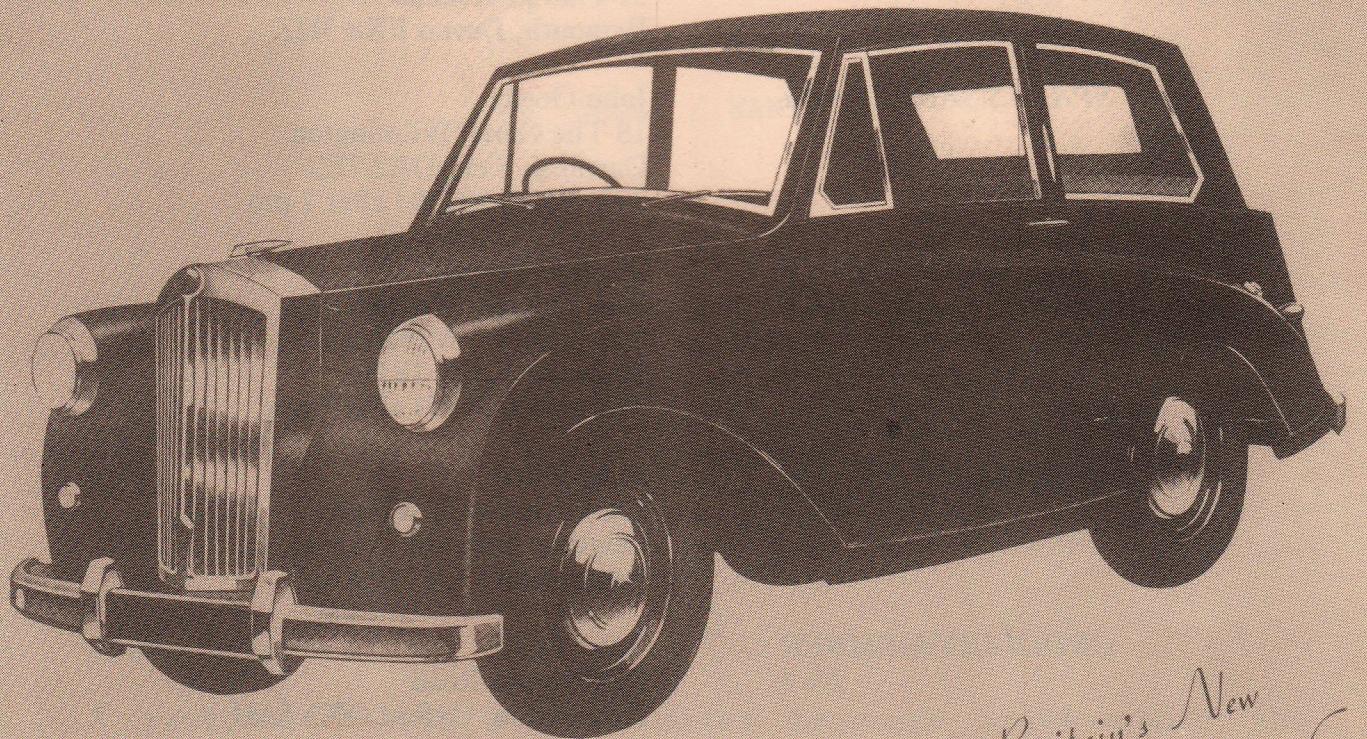
# TRIUMPH MAYFLOWER CLUB



WINTER ISSUE 1991 660

(MEMBERSHIP) WORLD WIDE

*Introducing ...*



Britain's New  
Light Car

# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

## Club Officials for 1990-91

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CLUB SECRETARY*

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*When writing to a committee member and you require a reply, please enclose a  
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their posts in their spare time and not  
as a full-time occupation, so when contacting them other than by letter, please ensure that you  
choose a reasonable time of day*

## **FLOWER POWER**

**WINTER EDITION 1991**

### **CONTENTS**

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**VICE CHAIRMANS RAMBLINGS**

**LETTERS**

**BODY SHOP**

**TECH - TIPS**

**SALES / WANTS**

### **COVER STORY**

A reproduction of a 1950 sales brochure which shows the repositioned filler cap.

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The information contained within Flowerpower is the view of the writers and not necessarily those of the editor or the Mayflower owners club. Every effort is made to ensure the accuracy of the information contained, however use of such information is entirely at the member's own risk and neither the club nor any individual shall be in any way liable for injury, loss or damage resulting directly or indirectly from use of such information,

**SPRING**

**SUMMER**

**AUTUMN**

**WINTER**

## **FLOWER POWER**

### **EDITORIAL**

Greetings to all members old and new, I hope you all survived the festive season and poor weather we have had in the UK recently and are preparing for the season ahead.

No letters or information yet on my request for photographs on any Flowers which may have had globe badges fitted to the hub caps, I have searched through reams of literature, photos, artists impressions, books etc but there is nothing to suggest that this was ever a standard fitting. I did however find a number of photographs which show that there may have been a Mayflower special edition built in 49 or 50, some of which are reproduced.

The car was produced for a range of publicity events and motor shows, on some occasions it carried the globe badges, on others it did not. But of main interest is the position of the filler cap, not in the body of the car but mounted through the rear wing. The interior mirror was mounted on the dash area and the bonnet badge was of a different style in addition the windscreens wipers worked in opposition directions as opposed to the same.

Some of the publicity photographs and impressions bear the registration mark JWK 612, to date I have not been able to obtain any quality photograph that can be reproduced or studied in detail, and readers have my apologies for the quality of the copies.

If anyone has any further information on this car or knows if it has survived we would be grateful for details.

Not a great deal of response to the range of questions in the last issue, so I must assume that the poor weather and Xmas period were responsible ?, but do remember that this magazine and the club belong to you, the members.

Without your contributions neither will survive, no matter how small the tech tip, report or article all are of immense value in contributing to the issues and helping the editor to find new items of interest.

(not easy when we have only one type of car in the club)

Many have said at rallies etc that they will write with information and topics, but they seem to have forgotten, So if you have a moment do put pen to paper and help your magazine with stories or photographs.

### **RECORDED RADIATORS**

Radiators have been recored, uprated flowrate and are guaranteed

**£79.00 (Exchange basis + carriage)**

Contact: Stephen Parnell (Secondhand Spares)

## *FLOWER POWER*

### **Editorial**

The annual General meeting is not far away and the officials of the club and there positions will be due for re-election. These positions are open to anyone who wishes to take a more active role, new blood is often a good tonic for any organisation ! so if you would like to become editor of the magazine or take up any other role the AGM is your opportunity.

My sincere thanks for the contributions from everyone who has taken the time to write to the club.

### **Answers to the quiz**

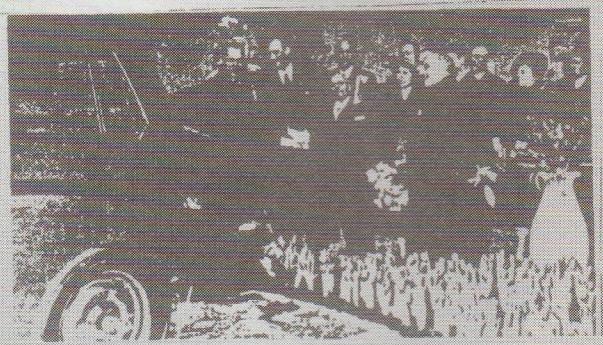
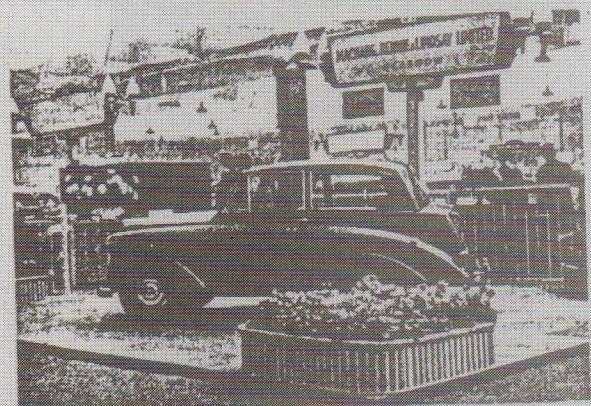
Triumph SS1  
Mayflower convertible  
Mayflower saloon  
Triumph Renown

Vanguard Mk1  
Vanguard estate  
Vanguard panel van  
Vanguard Pick up Truck



*"Lady May" nearing completion of her renovation. Full story next issue*

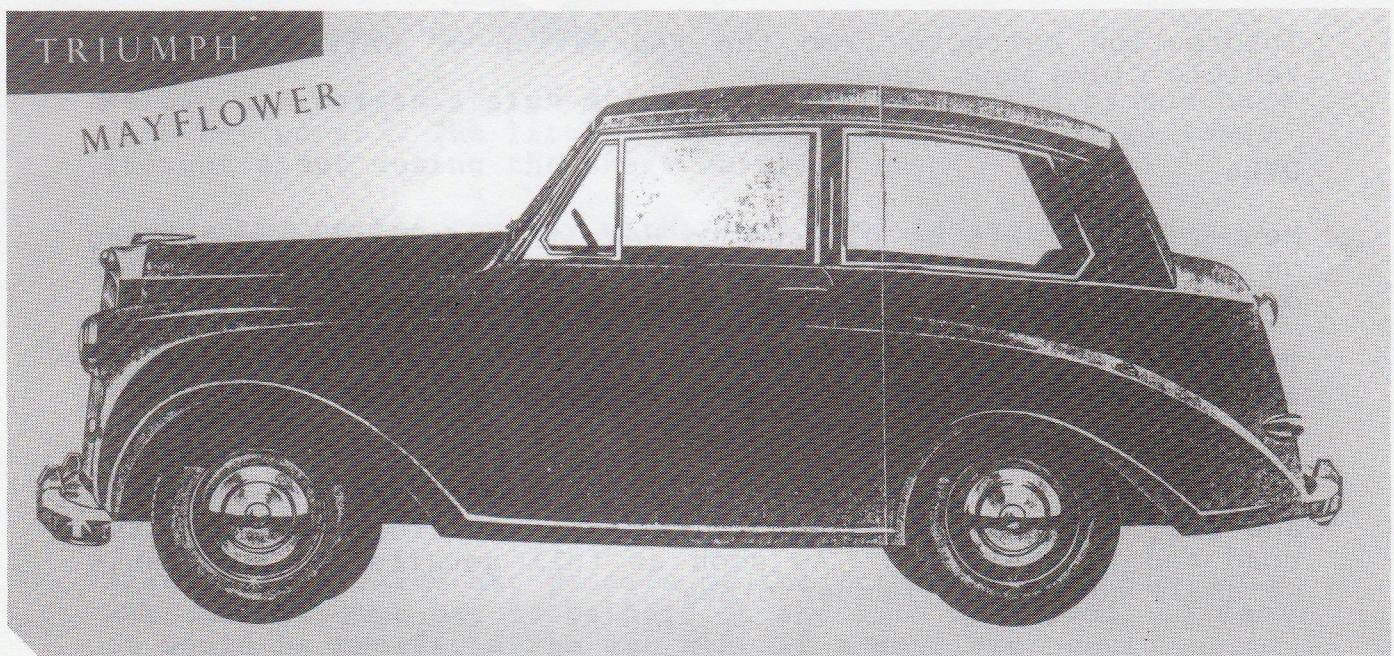
**FLOWER POWER**



A SELECTION OF PHOTO'S SHOWING THE DISPLAY MAYFLOWER

*FLOWER POWER*

JANUARY



## **TWO IMPORTANT DATES!**

**AGM  
SUNDAY  
21st APRIL 1991**

TRUST HOUSE FORTE HOTEL  
CHAPPLE LANE, GREAT BARR, BIRMINGHAM

*(See Page 16)*

**ANNUAL RALLY  
SUNDAY 21st JULY 1991**

STANDFORD HALL  
LUTTLEWORTH, LEICESTERSHIRE

**IT'S YOUR CLUB**

## **FLOWER POWER**

### **EDITORIAL**

Information extracts from the Federation of British historic Vehicle Clubs news sheet

#### **DVLA**

Member clubs will be pleased to hear that following a meeting on 17 August the DLVC have agreed that the reallocation of original registration numbers will be possible very soon.

They are working out a new system of dealing with each application which in turn will greatly rely on the vehicle club in order to verify the claim.

It will also be based on such numbers being non-transferable and only being reallocated to complete vehicles ready for the road and with an MOT. As soon as full details are available we shall advise all member clubs.

#### **EMISSION TESTING IN THE MOT**

At the end of June, the Department of Transport circulated proposals for the introduction of emission testing into the MOT test. The intention is that exhaust emission standards will apply to all petrol engined road vehicles which are subject to MOT testing from July 1st 1991.

The initial proposal document includes the statement

"...the legislation would not require emission levels to be reduced beyond the design capability of the vehicle in question. Also, due allowance would be made for the age of the vehicle and the emission standard which could be achieved given a realistic amount of professional attention..."

The federation has had correspondence with the department of transport on this very important matter, and is making further representations. The committee believes that Emission standards should only apply to vehicles which were required to meet certain standards when they were new. It also believes that while 4.5% by volume CO may be a realistic level for sophisticated post war ohv engines, it would be impossible to sustain with virtually all pre war machinery.

### **NEW OVERRIDERS**

The Spares Secretary has made enquiries into the manufacturing of overriders. Would members interested in purchasing please write to him with a deposit of £15 per unit. Prices will depend on how many are made but will vary between £65 and £35 (10 and 50 units made).

## **FLOWER POWER**

### **VICE - CHAIRMANS RAMBLINGS**

We can all breath a sigh of relief, winter should by now have done her worst. The little jobs have been done - or at least thought about during the short days.

I recently parted company with FVL 435 my trusty Mayflower of nine years, this was quite a wrench, I have never owned any vehicle for as long before. The good news is she has only moved seven miles away into the care of David Lane who is who is already proving an enthusiastic new member. Welcome to the club David and I hope you have many happy years with your mayflower.

This years annual rally is at STANDFORD HALL. LUTTERWORTH. LEICESTERSHIRE on Sunday the 21st July 1991.

Also in this issue are details of the Triumph Sports Six Club National Triumph Day to be held on the 13th July 1991. I feel it would be beneficial to our club if a Mayflower could represent us, please get in touch if you are interested.

Regards John O. \_\_\_\_\_

### **NOTICE OF THE CLUB'S ANNUAL GENERAL MEETING**

**SUNDAY 21st APRIL 1991  
2.00 to 4.30 pm**

**TRUST HOUSE FORTE POST HOUSE  
CHAPEL LANE, GREAT BARR, BIRMINGHAM**

**Tel: 021-357 7444**

**AGENDA:**

- 1) Apologies for absence
- 2) Minutes of the last AGM and matters arising
- 3) Reports from committee members
- 4) Election of officers
- 5) Spares Secretaries reports
- 6) Any other business

**Notes:**

**Correspondence about the AGM:** any apologies for absence, informal enquiries about committee posts, formal nominations for them, or motions to be discussed under any other business, should be sent to the Chairman by Wednesday, 17th April, 1991.

**Election of officers:** the posts of Chairman, Vice Chairman, Treasurer, Secretary and Ordinary Members all come up for election at the AGM. The present holders are allowed to be re-elected, but usually some of them wish to retire, so there will be jobs available for those who want to play an active part in the running of the club. Please contact the Chairman if you want to know what is involved. The jobs of Spares Secretaries, Magazine Editor and Archivist are filled by people appointed by the committee, so do not always fall vacant at the AGM.

**Any other business:** This is your chance to raise matters which are concerning you.

**How to get there:** Great Barr is at Junction 7 on the M6, north of Birmingham, turn north on the A34 and first right is Chapel Lane.

**Food and drink:** Extremely good meals and snacks are available at the bar during opening hours. Tea and sandwiches are provided after the meeting.

**LETTERS**

I have just read your account of the restoration of your Mayflower with interest, although I am not sure whether it has encouraged me to start mine or not, it has, however, encouraged me to write the following short story which you might like to use with an appeal for parts.

On Saturday, 17th February 1990, whilst on a short visit to Scotland, my wife and I visited the James auction at the Lady Victoria business centre, Newtongrange, Near Edinburgh. My interest was in a vehicle described in the brochure as lot 217, a 1952 Austin somerset which I recognized in fact as an A70 Hereford.

Whilst looking around I saw a neglected looking Mayflower, it brought back memories of my first "modern" car which I owned in the early sixties, I paid £215 for it which in those days was quite a lot of money for me. However, as I took a seat at the auction, I had no intention of bidding for lot number 24, the Mayflower, my mind being made up to have a try for the A70 Hereford which is now a rare car, nevertheless, because the auctioneer seemed to have difficulty in getting the bidding started and as a gesture to nostalgia I raised my hand and the hammer fell to my bid of £20.

I have enclosed a copy of the receipt showing lot 541 a Morris Minor engine, spares for my daughter's moggie, lot 24, the Mayflower and lot 217, an Austin A70 Hereford. Also enclosed is a photo of the vehicles being collected, you might just see the lot number in the windscreen and a copy of part of the auctioneer's catalogue will show the lot numbers with some pretty remarkable prices, as far as I know, all lots were sold without reserve.

The Austin A70 passed its MOT with just the steering idler and new king pins and bushes done to bring it up to standard. I have used it without any problems throughout the summer. Now the appeal for parts, the Mayflower is in sound condition and well worthy of restoration with the exception of having a dismantled engine and the crank shaft being beyond repair. Has anyone a complete engine for sale suitable for reconditioning, or at least a crankshaft that can be machined. Finally. I wish to thank you for the magazine, Flowerpower, with all who help to make it such a good magazine.

Yours sincerely

Ken Hall (Member 623)  
(see sales/wants Ed)

## **BODY SHOP SUPPLEMENT**

Fits into the Workshop Manual Ring Binder

*Price £4.00 + Post & Packing*

*Available from the Spares Secretary*



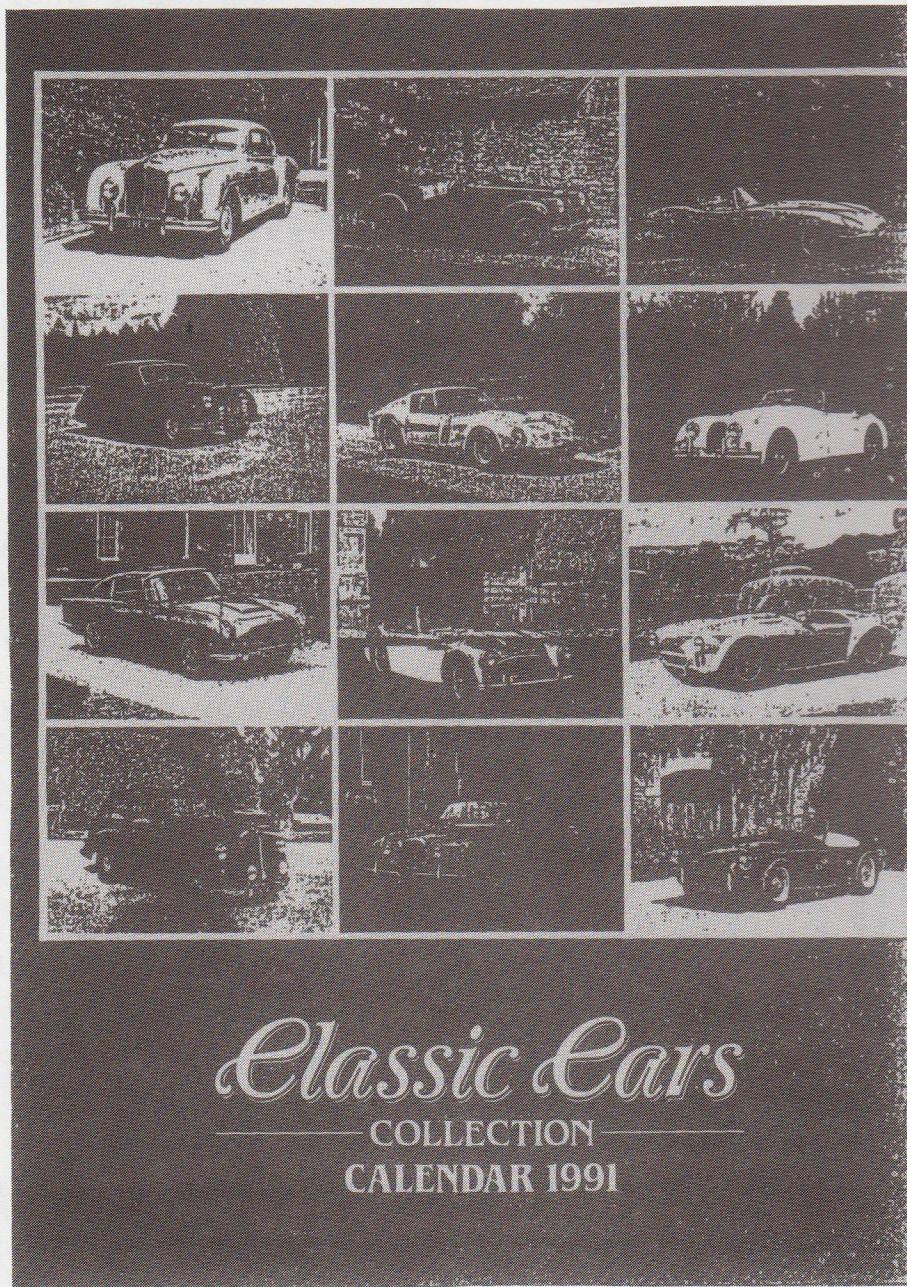
LETTERS

Dear Editor, I thought you may be interested in these copies of a 1991 calender which friend at work obtained for me recently.

They show that the Triumph Mayflower quite rightly stands alongside some of the finest cars in the world. It would be interesting to find the owner as I cannot find it listed in the club register.

Yours Faithfully ME.Butt. (Member No 538)

The car in the photograph is in the National Motor Museum at Beaulieu, but the number is not origional. Ed.



## **FLOWER POWER**

### **LETTERS**

Dear Editor

The last edition of flowerpower brought much despair with your Flower and also John Oglesby's being sold.

It seems the future of the committee and the running of the Club itself could be uncertain. May I say that all the committee members, not least yourself, give sturdy service out of voluntary dedication to the well being of the Club.

We members NEED the committee as strong as it stands at present. So Mike, can we have some assurance please ?.

Emma went on tour of Ireland last November and covered 1500 miles in ten days. She snapped a clutch rod however in Tenby the night before the sea crossing but, "Still Sufferin" searched the Esplanade in the dark and found both bits, (No lady walking a dog, I hadn't had the guiness - YET) !.

With regards to the two Flower owners from the Nottingham area -how dare you suggest I know them. "I know of them but I do NOT know them".

Yours sincerely      Peter Smith.      Member 517

All is not as bad as you fear Peter, John is selling his second car to fund the restoration of his first, as for mine it has won a reprieve.

Ed.

A reminder to Paddy Parnell, Pete Smith is still waiting for some parts he ordered from you some time ago, come to think of it so am I, nine months now, can you hurry things along ?

Ed.

NOW AVAILABLE

## **LOOSE LEAF WORKSHOP MANUAL**

Reproduced Workshop Manual in PVC Ring Binder

**Price £15.00 plus £2.50 post & packing**

*Available from the Spares Secretary*

Inter-Club Newsletter

From Roche Bentley, Club Secretary, MG Owners' Club.

Date- 22nd November 1990

On the 11th August 1990 we all received a letter from Jim Norman of the Ford Sidevalve Owners' Club expressing dissatisfaction with classic car show organisers and requesting a contribution towards clubs' expenses from organisers as well as better treatment. On the 24th August I sent a report to all the clubs titled "Classic Car Shows in Decline" and we examined the problems of the pressures of too many classic car shows and the fact that many clubs were becoming disgruntled.

Jim received support for his letter and we also received support for our report. The Saab Owners' Club sent a letter to the RAC on 23rd June 1989 and the basis of their letter was to request the RAC to accept that many car clubs were upset with classic car show organisers and to form with the help of the RAC Associate Committee an association to protect the interest of all clubs. The RAC responded sympathetically and suggested that the Classic and Historic Motor Club be called upon to assist.

In Spring last year at the Bristol Classic Car Show, various clubs collected signatures and presented a petition to the show organisers asking for costs of electric supplies and stand expenses etc. to be lowered. Apparently this resulted in some success and whilst I personally feel that the petition organisers weren't venting their wrath on the Bristol Show organisers solely, their general frustration emerged at that show.

Following my report, Classic Car Shows in Decline I received many telephone calls and sixteen letters. The comments varied thus.

The Lancia Motor Club and Club Triumph welcomed the idea of a club meeting and both promised to send delegates. The Rolls Royce Enthusiasts Club reported that they had been dissatisfied with classic car shows and had decided not to attend any more. The Riley Motor Club agreed that the letters and report echoed their sentiments and they were joined by several others including the A.C. Owners' Club, the Fiat Twin Cam Register, the Triumph Sports Six Club, the Reliant Sabre and Scimitar Owners' Club.

The Sunbeam Rapier Owners' Club mentioned the Bristol petition and reported subsequent improvement and the Austin A30-A35 Owners' Club said that their Club was now being selective in choosing which shows to attend. The Austin Healey Club said that the situation had been going from bad to worse for a long time and that they were delighted that action was being taken. The BSA Front Wheel Drive Club and the Honda S800 Club replied that their problem wasn't that there were too many shows but that they were not being invited to shows as their membership was considered too small by organisers trying to attract large attendances and preferring to invite the bigger clubs. The Pre50 American Auto Club were delighted to be included in the pressure to improve shows and felt that shows were becoming more commercial in that dealers and entrepreneurs stood to gain most. The Morris Register commented that the introduction of a show to be held over Christmas/New Year was unwelcome but added that they personally liked the organiser (Greenwood) and that his show charges were very modest.

• • • •

Some classic car shows for 1991 have been cancelled. The Classic Car World sponsored by Classic Car magazine and organised by Plus Shows is off. So too is the Brighton indoor classic car show organised by Greenwood Exhibitions though this is being planned as an outdoor event. Plus Show's Wheels 90 was intended to alternate with Motorfair in London every two years but apparently that's cancelled too. Show organisers have blamed each other for too many shows and for the decline in attendances but Peter Osborne of Haymarket Exhibitions has taken the view that there should be one super large show at the NEC each year on a par with France's Retromobile and major efforts are being made to ensure that this show is the main event in the classic car world.

It seems that the Ford Sidevalve Owners' Club's letter and our report was timely and 1991 will see a drop in the number of shows. The MG Owners' Club is attending the Classic Car Show at the NEC in early December and we will also attend the Bristol Classic Car Show next Spring as well as the Classic and Sportscar (Haymarket) Show at the NEC again. There's another show planned for Alexandra Palace in London and as this is likely to be the only London Classic Car Show we'll attend this too. Those of us who have been in the classic car club scene since 1973 may remember that the first ever classic car show was at Alexandra Palace before the building caught fire. The classic car show scene has almost turned full circle.

\* \* \* \* \*

#### Registration of Original Registration Numbers

I was part of a working group organised by the RAC to help persuade the DVLA and the Minister for Roads (at the time it was Robert Atkin) that classic and old vehicle enthusiasts should be permitted to retain the original numbers issued on the old green or brown log books but not updated when the present V5 form system was introduced. The DVLA had been conned by people applying to retain original and valuable numbers and had stopped their re-issue when it was discovered that these "original" numbers were being claimed simply to sell for high prices. The working group's suggestion was that the clubs could vet applications and that any re-issued numbers would be non-transferable thus thwarting the non enthusiasts. The RAC put forward a list of clubs which had offered to handle applications and the Federation of Historical Vehicle Clubs submitted a further list. The DVLA published the list recently and if your club hasn't got a copy and would like one, we'll fax you a copy of ours on request.

It was agreed by the working group and by the DVLA that the clubs would appoint licence administrators to handle applications from members and non members for their particular marques. The DVLA would spot check these and any clubs not taking proper precautions to vet applications would be deleted from the lists. It was also suggested that the clubs charged a set fee to members and non members but it was agreed that the amount of fees would be left to individual clubs. The MG Owners' Club has decided to charge non members 20.00 and members 12.00. We advise our applicants to expect a personal inspection and when this is implemented, the applicant pays the costs involved.

If anyone would like a copy of our documentation which we send to applicants, please contact us and we'll send you a set.

. . . . .

## FLOWER POWER

### Club to Club

It's possible that from time to time there might be subjects which benefit from an airing and an occasional newsletter between the clubs might be a worthwhile benefit. The MGOC has computers and administration staff and I can volunteer to assemble a newsletter which we can easily mail. The costs involved aren't high and can easily be absorbed. The other alternative to keeping in touch could be an occasional meeting of club representatives but with over three hundred clubs in the UK alone there would be sizable expenses in arranging a conference centre and accomodation. Possibly this could be considered in the future.

The RAC operate an Associated Club Committee comprising of many clubs which are associated with the RAC. Those clubs are able to offer reduced RAC membership and other benefits to their members and the committee meets regularly to discuss motoring and aspects of motoring law. It also arranges working groups (as with the DVLA) to liase with government departments on important changes. In all it works very well.

The Federation of Historic Vehicle Clubs encouraged considerable support when it placed a lobbyist in Brussels to protect older vehicle owners from direct and indirect legislation. The interest was excited by a rather silly article in the press hinting that all cars over twenty years old were about to be banned. The nonesense of that report was quickly established but it did make everyone realise that the Eurocrats in Brussels need to be monitored.

It's been suggested that there could be an association of motor clubs but I'm personally not convinced. Through the RAC and the Federation we already have organised groups and lobbyists and we can exchange ideas and launch pressure groups through an inter-club newsletter.

Lastly, we've welcomed several club representatives to the MGOC's HQ in Cambridgeshire. If you'd like to see how the MGOC operates and to chat about club matters we'd be delighted to show you around.

Kind regards



Roche Bentley  
Club Secretary, MG Owners' Club

2/4 Station Road  
Swavesey,  
Cambridgeshire CB4 5QZ

Telephone 0954 31125 or 31172

Fax 0954 32106

## FLOWER POWER

### LETTERS

Dear Mike,

Thank you very much for placing an advert for me in the TM magazine. I managed to sell the instrument cluster in fact I wish I'd had more than one !. No luck with the other bits though, please find enclosed a cheque as promised for the club funds.

I still have a complete rear axle, a rear spring and steering assembly, see sales / wants.

Malcolm Banyer.

---

Just a quick note in case anyone in your club may be interested in a tatty but complete triumph Mayflower I recently spotted in the corner of a scrapyard of the M1 at Toddington in Bedfordshire.

The scrapyard seems to be getting short of space and it would be a shame to see something dumped on top of what appears to be a resnoable car.

Yours sincerely A.Pratt  
168 Bishopthorpe Road  
York  
YD2-1LF

Note I have tried a number of yards in the area but not yet found the car. Ed.

---



K.Halls purchases being collected from Edinbrugh

**FLOWER POWER**

**ANNUAL GENERAL MEETING**

**A.G.M. 2PM**

**21 - APRIL - 1991**

**TRUST HOUSE FORTE HOTEL**

**CHAPPLE LANE**

**GREAT BARR**

**BIRMINGHAM**

**021-357-7444**

**Refreshments will be served**

There is a Carvery at the hotel which serves a three course meal for £9.85

If you have any comments or items for inclusion on the agenda please send them to the chairman as soon as possible.

The change of venue should make it easier for many members to attend, so make the effort support the club, why not try your hand as one of the officials for the coming year.

Junction 7 on the M6 leave northbound on the A34 the hotel is opposite Grt Barr Park.

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**ANNUAL RALLY**

**21ST JULY 1991**

**STANDFORD HALL**

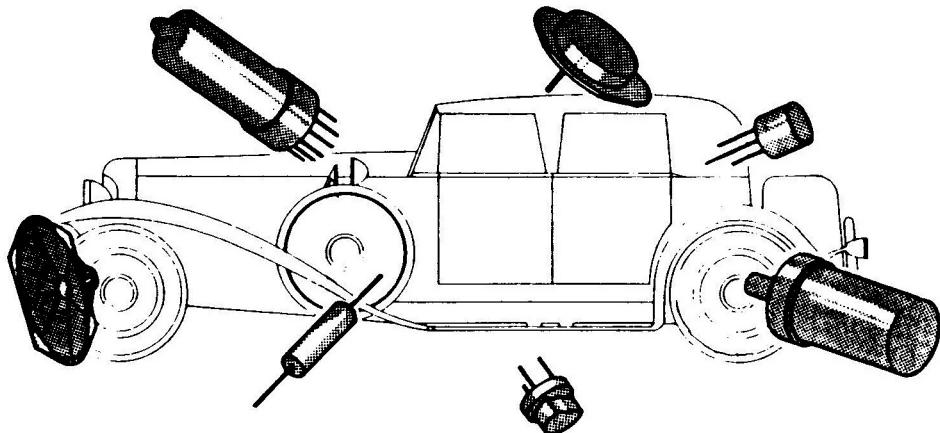
**LUTTERWORTH**

**LEICESTERSHIRE**

Come along and join in, let's see if we can have a record number of Mayflowers at this year's rally, if you can't get your car there come along anyway and meet the members spare parts can be collected by arrangement, other spares will be available.

Leave the M1 at junction 20

# CAR RADIO REPAIR/ RESTORATION SERVICE



## NOW AVAILABLE

### FM to AM CONVERTORS

also CLASSIC CAR CASSETTE PLAYERS

Both units can be used on 6 or 12 volts, positive or negative earth

FM reception on your AM (LW/MW) valve or transistor car radio.

CLASSIC CAR CASSETTE Played through your existing car radio, valve or transistor.

No modifications needed to your existing sound system. (With the older valve car radios, they should be in good condition to get the benefit of quality sound. Restoration prices available on request, quoting year, model and make of radio).

#### Small Size

FM CONVERTOR 1" High x 4" Wide x 4" Deep  
CLASSIC CAR CASSETTE 1½" x 4½" Wide x 6" Deep

No worry with the voltage or polarity of your car as these units are suitable for all combinations.

i.e. 6 Volts Positive Earth	12 Volts Positive Earth
6 Volts Negative Earth	12 Volts Negative Earth

No Age Limit — Your car can be a 1930s Bentley, Morris 10 or a 1970s, Ford or Jaguar.

With all the changes from AM wavebands to the FM waveband, don't miss out on quality reception. The good thing is that you keep your existing period sound system, be it a 1930s Philco, a 1940s Radiomobile or a 1960s Motorola.

Your VALVE or TRANSISTOR AM RADIO remains unchanged, no modification needed, so the radio is left in its original manufacturers specification.

You can now play your favourite tape through your CLASSIC CAR RADIO and get FM STATIONS through its AM Tuner.

#### PRICES — CLASSIC CAR CASSETTE

#### PRICES — FM CONVERTORS

FM 6N	£ 35.
FM 6P	£ 35.
FM12N	£ 25.
FM12P	£ 27.50

6 Volts Negative Earth
6 Volts Positive Earth
12 Volts Negative Earth
12 Volts Positive Earth

CC 6N	£ 80.
CC 6P	£ 90.
CC12N	£ 75.
CC12P	£ 87.50
Postage	£ 5.50

6 Volts Negative Earth
6 Volts Positive Earth
12 Volts Negative Earth
12 Volts Positive Earth

Delivery Time 6 - 8 WKS.

*More Information available from:*

#### CAR RADIO REPAIR AND RESTORATION SERVICE

Mr. A. C. James

10 WESTVIEW, PAULTON, BRISTOL, AVON BS18 5XJ

Telephone: (0761) 413933

## FLOWER POWER

### BODY SHOP

A range of body panel tools for use with the Mayflower are shown here, not that all can be obtained off the shelf now, but they can be found at auto jumbles and clear out sales.

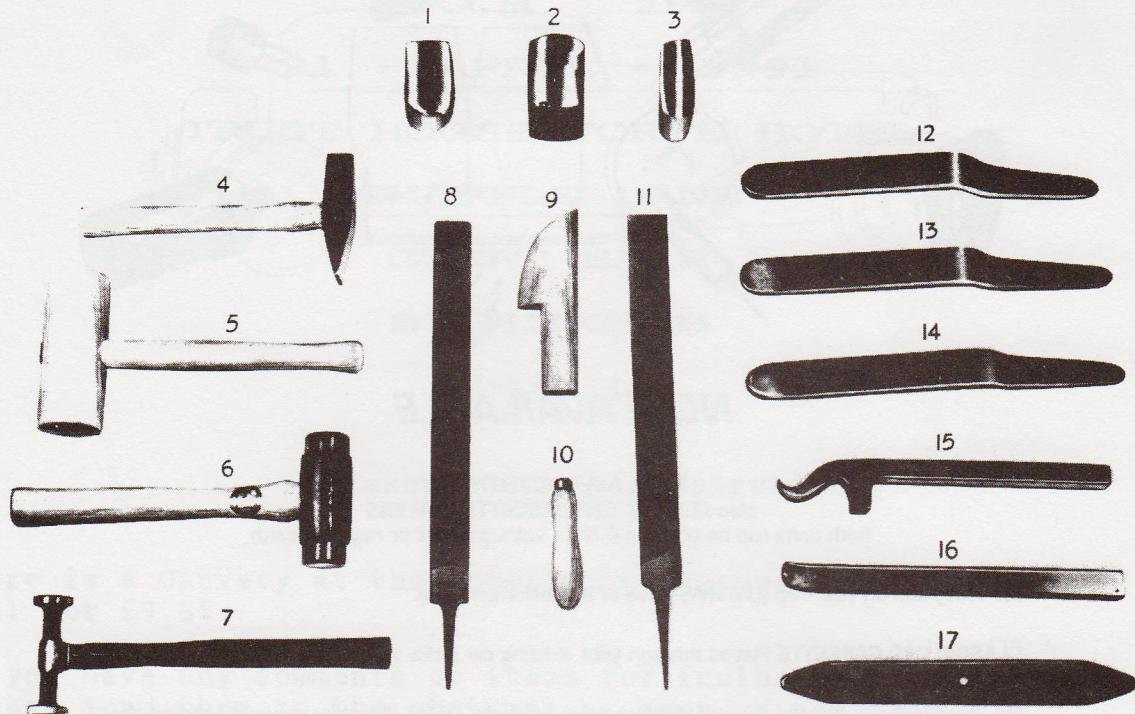


Fig. 20. Body panel tools.

### NOTATION FOR FIG. 20

Notation No.	Description
1	Dolly Block, General Purpose (No. 325).
2	Dolly Block, High Crown. (No. 327).
3	Dolly Block, Shallow Crown. (No. 326).
4	Pin Hammer. (No. 341).
5	Lignum Mallet. (No. 329).
6	Hide Faced Hammer. (No. 328).
7	Bumping Hammer. (No. 342).
8	File, Milling 14 ins. (No. 338).
9	Solder Paddle. (No. 330).
10	File Handle.
11	File, Hand Smooth. (No. 339).
12	Spoon, Heavy Round End. (No. 331).
13	Spoon, Heavy Cranked. (No. 332).
14	Spoon, Medium Cranked. (No. 333).
15	Spot Weld Tool. (No. 336).
16	Dolly Spoon. (No. 337).
17	Spoon, Light, Taper Ends. (No. 334).

NOTE. The numbers quoted in brackets are Messrs. Timson Bros. reference numbers.

TECH - TIPS

Spanners:Nuts:Bolts

For any job on your car there are two things you need to know about your spanners nuts and bolts, are they the right size and are they the right type ?

Spanners must fit the bolt heads and the nuts the size of which is determined by the thread standard to which the bolts are made. Correct choice will prevent rounding of the bolts and skinning of the knuckles !

Since the war there have been three main types of spanner size systems used on British cars which are :

Whitworth	to fit Whitworth or BSF threads
Unified	to fit Unified threads
American	to fit SAE AND ANC threads

Whitworth spanners sizes always relate to the diameter of the bolt shank and can be recognized by the coarse thread and large head.

British Standard Fine gives improved strength in steel, but not when screwed into aluminium, it is also used with high tensile steel which allows use of smaller bolt sizes.

The size and weight of Whitworth bolts was reduced by using "auto size" heads on Whitworth bolts. However auto sizes use a head size which are standard size smaller than previous, EG : a 5/16 diameter bolt with an auto head will require a spanner size of 1/4 inch.

BSF sizes followed the Whitworth auto size standard, so a 5/16 BSF bolt will require a 1/4 inch Whitworth spanner. You may find that Whitworth spanners carry dual marking EG : 1/4W 5/16BS.

As a guide Whitworth threads are mainly used on Aluminium, use of a finer thread will tear away the metal.

BSF threads are used in steel, strength being improved by the greater area of thread contact, for example a Whitworth 1/4 inch bolt will have 20 threads per inch, whilst a 1/4 inch BSF will have 26.

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**October 1990 Edition**

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## **FLOWER POWER**

### **Tech- Tips**

More and more cars after 1950 began to use the American threads, such as Ford and Vauxhall who's parent companies are in the USA. Generally they are either coarse or fine SAE threads, the letters standing for "Society of Automotive Engineers".

SAE threads differ from British in their thread angle and one bolt diameter could have different head sizes.

Spanners of this type AF (American Fine) would be marked 1/2 AF - 5/16 SAE, the AF marking denotes the distance across the flats of the bolt head whilst the 5/16 denotes the shank size.

SAE threads are known as AND (American National Fine) and ANC (American National Coarse)

Later the Unified thread emerged, similar to, but not the identical to the American standard. SAE and Unified nuts and bolts can be used together, but neither are compatible with the BSF thread.

Whitworth and National Coarse, or Unified coarse components can be screwed together without difficulty but this is not recommended because of the difference in thread angle.

Spanners for use with unified bolts are marked with an AF size only, unified threads are UNC (Unified Coarse) and UNF (Unified Fine).

Continental cars coming into Britain have always used metric threads, quite useless for our applications on our cars. Metric diameters and lengths are in metric units, thus the concept of threads per inch is meaningless. The dimensions used for comparison on metric bolts is usually the pitch.

The term refers to the distance between the crest of one thread to the next, Metric bolts are made in either coarse or fine threads and can sometimes be identified by the head which displays an "M" which is followed by a number EG : M8 the number indicates the shank diameter therefore an M8 is a metric bolt with an 8mm diameter shank.

Spanners for use with Metric bolts are marked to indicate the distance across the flats of the bolt heads but they do not use the AF. As an example an 8mm bolt will have head with a distance of 13mm across the flats, so a 13mm spanner will have to be used.

## **FLOWER POWER**

### **Tech - Tips**

#### **U.N.C**

Bolt	T.P.I
1/4	20
5/16	18
3/8	16
7/16	14
1/2	13
9/16	12
5/8	11
3/4	10
7/8	9
1"	8
11/16	7
11/4	7
13/8	6
11/2	6
13/4	5
2	4.5

#### **B.S.F**

Bolt	T.P.I.
1/8	48
5/32	40
3/16	32
7/32	28
1/4	26
9/32	26
5/16	22
3/8	20
7/16	18
1/2	16
9/16	16
5/8	14
11/16	14
7/8	11
1"	10
11/8	9

#### **T.P.I**

#### **B.S.W**

Bolt	T.P.I
1/16	60
3/32	48
1/8	40
5/32	32
3/16	24
7/32	24
1/4	20
9/32	20
5/16	18
3/8	16
7/16	14
1/2	12
9/16	12
5/8	11
11/16	11
3/4	10
13/16	10

#### **U.N.F**

Bolt	T.P.I
1/4	28
5/16	24
3/8	24
7/16	20
1/2	20
9/16	18
5/8	18
3/4	16
7/8	14
1"	12
11/8	12
13/8	12
11/2	12

## **URGENT!**

Our editor requires stories, information on renovations and photographs of cars and keepers. Your efforts would help keep the content of the magazine more varied and interesting.

**PLEASE RESPOND TO  
THE EDITOR — MIKE HURST**

## FLOWER POWER

### Tech - Tips

#### Bright Sparks

A problem that I found with my ignition system which may be of interest.

For quite some time I had been plagued by an irregular misfire, not constant just the odd beat missed, occasionally it would run on three cylinders and then go back onto four, trying to adjust the tick over and carburettor was almost impossible.

I started with the distributor cap, check for cracks or carbon line tracks, nothing ?, seems OK. I had a new one so it was fitted just in case, still no improvement. Replaced all the leads with new wire centre type and replace the plug connectors with the vertical push fit type similar to the originals once fitted. They are still available from motor factors, for some reason (possibly the suppression core) this type offer a better spark at the plug than those in which the lead enters at right angles to the plug. (KLG)

Whilst I am we are at it, i replaced the points, condenser and insulating washers, check the gaps and try again.

!!!! still the same !!!!

Now, as you know, we can check the spark from each lead with a plug held against the block, when I did this three were good but one was quite poor, yet when I moved the plug away from the block the quality of spark improved quite dramatically across the electrode gap and the gap between the plug body and the block. (strange) Even allowing for the fact that the spark was at normal atmospheric pressure rather than that the higher PSI of a compressed cylinder the effect was strange.

I Dismantled the dizzy again, checked the balance weights and balance weight springs there are two, one small and one large. When you replace them make sure you get them the right way round, it is critical to the auto advance/retard operation.

The breaker cam was removed and checked with a micrometer across the flats and cams. One was slightly worn. Could this be the cause ? If any of the flats are worn the contact gap will vary each time it passes causing a misfire, a replacement was fitted but they are not that easy to find now.

Inside the shaft of the distributor there are two phospher bronze bearings which are also prone to wear over a period of time, this can be detected by pushing the rota shaft from side to side and observing the movement and variance in the contact gap, there was some movement but not much.

## **FLOWER POWER**

I now considered drifting out the bushes and replacing them, but then I discovered quite a large amount of movement which was changing the contact gap size on one of the rotas.

The surprise was that the body of the distributor was moving in relation to the rota shaft.

Closer examination revealed that there was a hair line crack around the sweated joint between the aluminium head and the steel shaft. Unless the inside of the distributor is very clean it may well go un-noticed.

A new distributor body was found, rebuilt and re-fitted, off we go ? no more mis-fire YIPEE !

Another point to watch is that you obtain the correct type of distributor body, it is important that the distributor has a small groove around the top of the rota shaft (see diagram) if there is no groove in the shaft the distributor can rise through the clamp during operation.

This will cause mis-firing later followed by total failure as the drive coupling disengages, don't forget to lubricate and keep clean the oil hole in the extension mounting to prevent the bushes wearing.

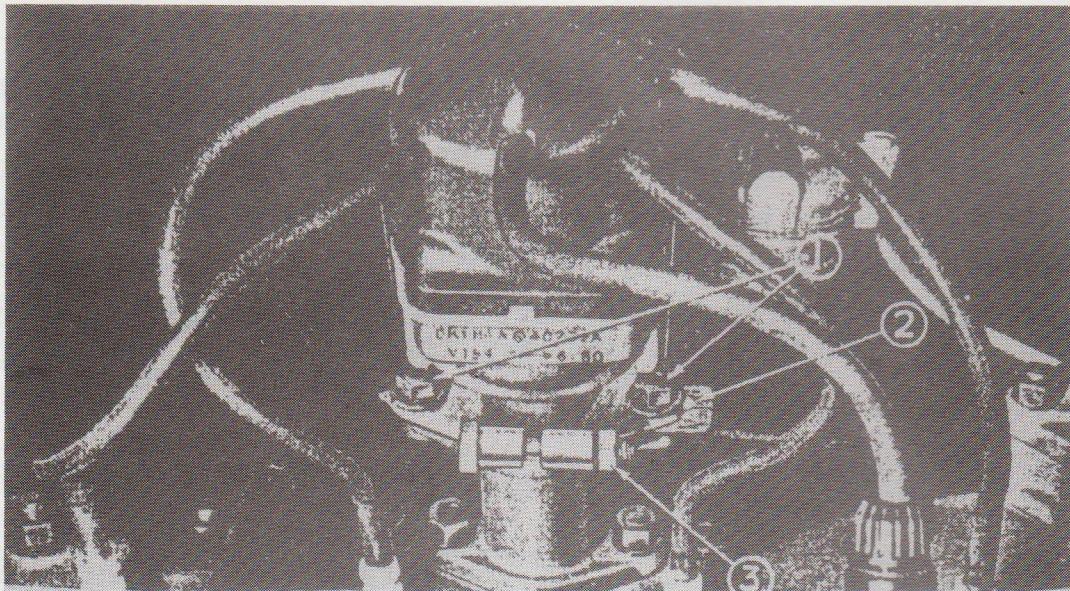
As a guide, the timing is roughly set as the contact points break when the piston is at top dead centre, with the adjustment plate in the midway position. This allows a few degrees either side for fine adjustment if required.

A small plate below the distributor head is marked with a centre line and several degree marks to either side, marked "R" retard and "A" advance. This variation can be made by slackening the two small securing nuts (1) and moving the distributor head until the indicator shows 1,2,3, or 4 degrees advanced or retarded as required. It is wise to make this adjustment one degree at a time, after which the nuts should be tightened.

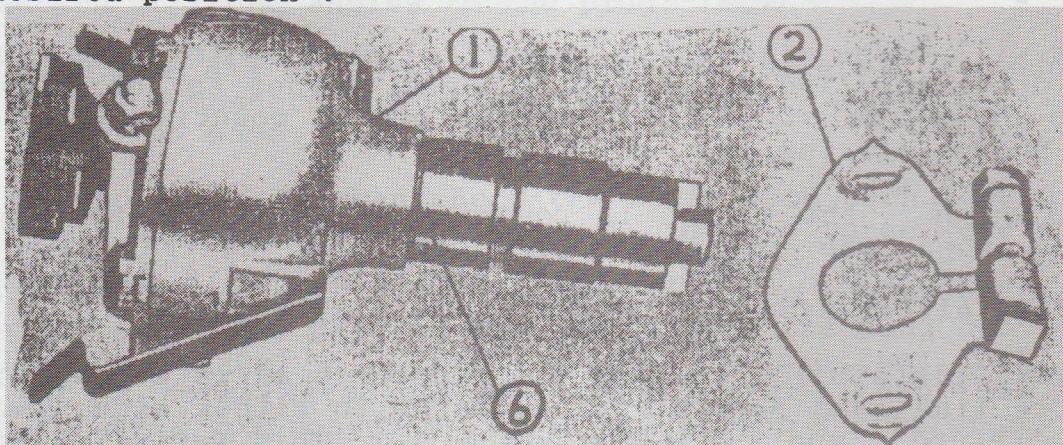
The ignition variation by this means is limited to the movement between the stops. The indicator plate is secured to the body of the distributor by means of a clamping bolt (3) while the pointer (2) is part of the plate secured by the two nuts (1).

Loosening this clamping bolt (3) permits the distributor head to be moved through an unlimited range, this is useful when resetting the timing after a major alteration has been carried out.

**DON'T FORGET  
THE AGM**



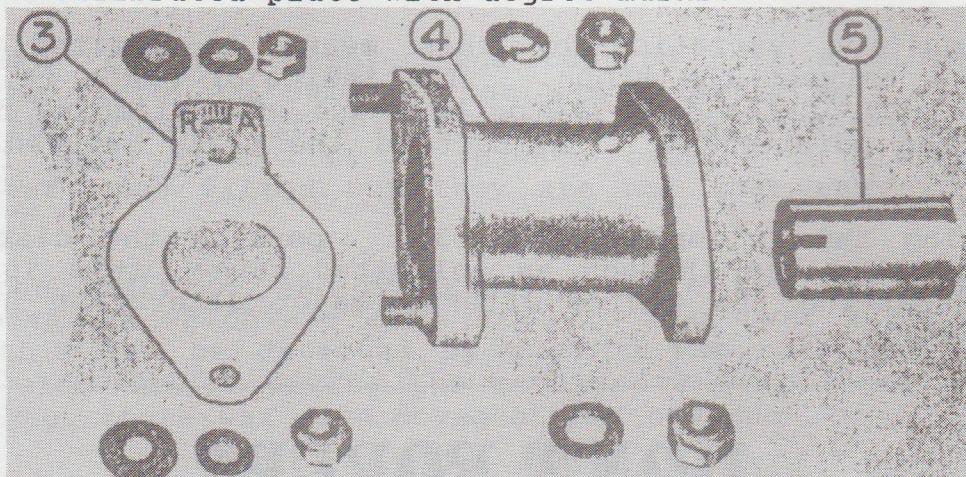
For small variations in ignition, slacken the holding nuts (1) and turn the pointers towards "A" or "R" as required. After slackening bolt nut (3) the distributor can be moved to any desired position.



1 = Distributor Head with drive.

2 = Clamp which fits under distributor head showing timing pointers.

3 = Calibrated plate with degree marks.



4 = Extension mounting, with lubrication hole.

5 = Drive coupling with off-set

6 = Slip ring groove.



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## **FLOWER POWER**

### **SALES / WANTS**

#### **For Sale**

Malcolm Banyer still has a number of bits and pieces for sale including a complete steering assembly, windscreen, rear axle, rear spring all are open to offers.

8 Dalham Place  
Haverhill  
Suffolk  
CB9-OAL  
Tel : 0440 62666

---

#### **For Sale**

1953 Mayflower MSU 800 no tax, has been off the road since some restoration work was carried out. The radiator has been replaced, the head skinned the mechanics are good, but there is some rust and a replacement flexi brake pipe and steering bushes are required for the MOT.

The interior is original but needs lots of cosmetic work, offers in advance of £800 for a very solid car with five tyres. The car can be seen in Chobham, Surrey.

Call J.Wilkinson member no 635 on 0952 594377

---

#### **For Sale**

1953 Mayflower Grey, MOT expired. The car has had a complete re-spray and much of the brightwork has been re-chromed.

This is a reluctant sale due to house improvements and Neil will haggle around £3000.

Contact    Neil Kershaw      Member No 435  
             Priory Cottage  
             Malham  
             Nr Skipton  
             BD23-4DD  
             Tel: 072-93-356

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**Sale / Wants**

**Wanted Urgent**

Help, a good condition engine block or one which has the valve seats in good condition and is suitable for a re-bore.

Contact N. Smallwood Member No 637  
Bartley Green  
Birmingham  
B32-3DE  
Tel 021-426-2617

---

**Wanted Urgent**

Complete engine suitable for restoration, or a crankshaft which can be re-ground.

Contact Ken Hall Member 623  
Acre End  
Main Street  
Peatling Magna  
Leicestershire  
LE8-3NQ

---

**For Sale**

1953 Mayflower, black, red leather interior first registered in June 1953, 78000 miles.

Swansea registered with old style green log book, taxed and tested until, July 1991, Reg No HVY122.

£2500 contact Mrs Davis  
0943 - 464184 (Otley)

This Flower was owned by the late Bill Davis and was subject of a seven year restoration project which brought the car the a very high standard. Ed

**Fill This Gap**  
**WITH A PHOTOGRAPH**  
**AND STORY OF YOUR FLOWER**

*Write to the Editor*

TRIUMPH MAYFLOWER CLUB

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